(c) reasons for non acceptance and the time by which decision would be taken on the recommendations pending consideration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Total number of recommendations made by CRS in their reports on the various rail accidents during the last three years is 683. Out of them, the number of recommendations accepted for implementation is 462, and 43 were not found feasible for acceptance. Rest of the items are presently under examination.

(c) Recommendations received from the CRS are examined in the Ministry of Railways in regard to their feasibility and practicality, financial implications and their overall impact on Railway operations, and decision on their acceptance/non-acceptance is conveyed to the Commission of Railway Safety thereafter. The examination/ implementation of various recommendations of the CRS is a continuous ongoing process.

Departure of Rajdhani Express from Howrah

1441. SHRI RAJKUMAR DHOOT:
SHRI KARNENDU BHATTACHARJEE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Delhi bound Rajdhani Express left Howrah before the time indicated on confirmed tickets on 25th May, 2003 leaving about 120 passengers stranded;

(b) if so, the details thereof; and

(c) if there was some change in timings, the reasons why the confirmed ticket holders could not be informed about the same over the phones/addresses indicated in their reservation forms and could not the diversion of the train by Main Line resulting in preponing of its departure taken effect from a date on which all reserved tickets could have been issued bearing the revised timing of departure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) and (c) In March 2003, a decision was taken to cancel the 2305/2306 Howrah-New Delhi Rajdhani Express *via* Patna and to increase the frequency of 2301/2302 Howrah-New Delhi Rajdhani Express *via* Gaya from 5 days to a daily service. However, in view of representations and demands from various quarters, it was decided that 2305/2306 Howrah-New Delhi Rajdhani Express will run as a weekly service and 2301/2302 Howrah-New Delhi Rajdhani Express will run on 6 days a week as against a daily service decided earlier.

The resumption of 2305/2306 Howrah-New Delhi Rajdhani Express *via* Patna was *w.e.f.* 19.05.2003 and press notifications for incorporating the changes in the route, timings were notified in all the leading newspapers of Kolkata, Dhanbad, Ranchi and Patna on 14.05.2003 and 15.05.2003. Despite advance notifications some of the passengers arrived at Howrah on 25.05.2003 as per the timings printed on their tickets. Approximately 111 passengers, who missed the Rajdhani Express on 25.05.2003 due to change in the route and timings, were cleared/dispatched to their destinations by attaching one AC-2 Tier and one AC-3 Tier coaches by 231 UP Howrah-New Delhi Special train. The passengers who wanted to cancel their journey were given full refund at Howrah itself.

CAG's remarks on railway

1442. SHRI K. RAMA MOHANA RAO:
SHRI MANOJ BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Comptroller and Auditor General of India in a report has revealed that the Railway Administration are not having complete and authentic records pertaining to the railway bridges in the country and that this is likely to hamper the monitoring work of repair and renovation of the railway bridges;

(b) if so, the Government's reaction thereto; and

(c) steps proposed to be taken in this regard so as to take up the work of repairing and, where necessary, rebuilding the bridges many of which are century old?